

CA40NHBLA15
72 H15

HAMILTON PUBLIC LIBRARY
MAR 27 1980
GOVERNMENT DOCUMENTS

Submission

by the

City of Hamilton, Board of Control

respecting
The Mountain Section

of the

L HAMILTON MOUNTAIN and RED HILL CREEK
TRANSPORTATION CORRIDOR

to

The Minister of Transportation and Communications

January 1972

BACKGROUND

Since the completion of the Hamilton Area Transportation Plan in 1963, the City of Hamilton has incorporated into its planning, a recommendation that a freeway pass through the Upper City, as close as practical to the southern limit of development.

The function of this freeway would be to serve a major east-west travel desire, which is developing as urban development extends southward on the Escarpment. The route will link the Upper City urbanization with the outlying areas to the east and west while at the same time accommodating the through movement of vehicles between Hwy. 403 and the Q.E.W. in the Niagara area. (See attached map.)

The freeway route as recommended in the Transportation Plan has been incorporated into Official Plan Amendment No. 228, and was approved by the Minister of Municipal Affairs on September 19, 1969. The alignment of the freeway, known as "Highway 53 Freeway" or the "Mountain Freeway", has been surveyed and established 300 feet south of Limeridge Road. It has also since been designated on all Neighbourhood Plans which have been developed in the areas through which the Freeway passes.

The width of the 6 mile segment of the route on the escarpment is 200 feet, except at interchanges where it widens for access ramps. Within the City limits it will require a total of 248 acres of land. These lands are mostly zoned "Agricultural", with 10 acres of Residential and 3 acres of Commercially zoned land. Within the right-of-way there are 65 houses containing 67 dwelling units. (See attached "Analysis of Mountain Freeway Lands").

ACQUIRING FREEWAY PROPERTIES

The City of Hamilton has been trying to acquire and control development on the Freeway lands. In 1968 a committee of officials was appointed to deal with this question and to make recommendations as to when properties should be acquired. As a matter of policy, the Mountain Freeway Committee agreed that it would only recommend

acquisition where there was an apparent obligation on the part of the City, or where it was necessary to prevent new development which would make future acquisition costly. To date, only a handful of properties have been acquired on the basis of this policy.

The pressures of development are intensifying and the progress of services has now reached the stage where lands designated by the Freeway Alignment could be developed. In fact, property owners of some 30 acres of land are presently requesting that the City either purchase these lands or allow a rezoning to permit development. The City will deny the rezonings but it is uncertain whether the Ontario Municipal Board will uphold the restrictions on the basis that the City can not indicate that it intends to acquire the land within a reasonable period of time. The City is faced with a substantial capital investment which it cannot afford without sacrifice, and one that will increase as more Freeway lands become serviceable.

An analysis of the Freeway lands is attached. The lands of the Ontario Housing Corporation are shown separate since they may be acquired by the City at book value and at a time convenient to the City. The immediate problem affects the remaining 161 acres of privately owned land for which municipal services are available now or will be available in the near future. Of this total acreage, 46 acres has municipal services available and a further 32 acres could have been serviced, but for the Freeway Alignment. The remaining 83 acres could have services available during the period 1972-1979.

The current cost to acquire the Freeway lands is estimated to be \$4.3 million which includes the Ontario Housing Corporation properties.

INCREASING NEED

Apart from the problems in acquiring the Freeway lands, the need for the facility itself is increasing. Population figures show that urban settlement within the city limits on the escarpment, is taking place at about the rate anticipated in the Transportation Plan. However, a number of new developments are taking place which were not foreseen at the time of the Study. These will certainly cause a significant increase in traffic movements over a shorter time period to the extent that consideration will have to be given to advance the staging of the Freeway construction.

The locations of these developments are shown on the attached map. The Saltfleet Community Development outside the eastern limits of the City, will cause the greatest increase in east-west traffic flows from those forecasted. It had been expected that 25,000 persons would settle in this area by 1985; but, present plans are that a community of 75,000 persons will be built there before 1985. This figure is about three quarters of the existing Mountain population.

Just outside the western City limits, in Ancaster Township, another major development is planned. A recent decision by O.W.R.C. to install services into the area has made it possible to provide for 7,000 new residents by 1982. The services for the area, which contain the "Alarco Project", will be increased at a later stage to accommodate 18,000 residents. At the present time, about 300 persons live in the area.

The recommended freeway system for the Hamilton Area included an alignment through the Lower City known as the East-West Freeway. This route also linked Highway 403 to the Q.E.W. and was to accommodate a large part of this vehicular movement. In April 1968, City Council decided not to proceed with the construction of this freeway because of the cost and damage involved in acquiring the required properties. Since it is a parallel facility, the Mountain Freeway can be expected to accommodate some of the abandoned East-West Freeway traffic, thereby intensifying its use over which it had originally been planned and designed.

It was stated in the Transportation Plan that as development extended south on the escarpment to Highway 53, the resulting traffic would increase to the point where it would greatly overload the existing grid system of arterial streets. Highway 53 itself would then function only as an arterial street since it is not access controlled.

Since 1963, plans have been released which will make the northern shores of Lake Erie a major industrial area. Also activities at Mount Hope Airport have expanded substantially and it is quite likely that there is the need for a regional airport in this vicinity soon.

These activities, which are regional in nature, will intensify the need for a major highway facility which will link Highway 403 and the Q.E.W.

PROPOSAL OF THE BOARD OF CONTROL

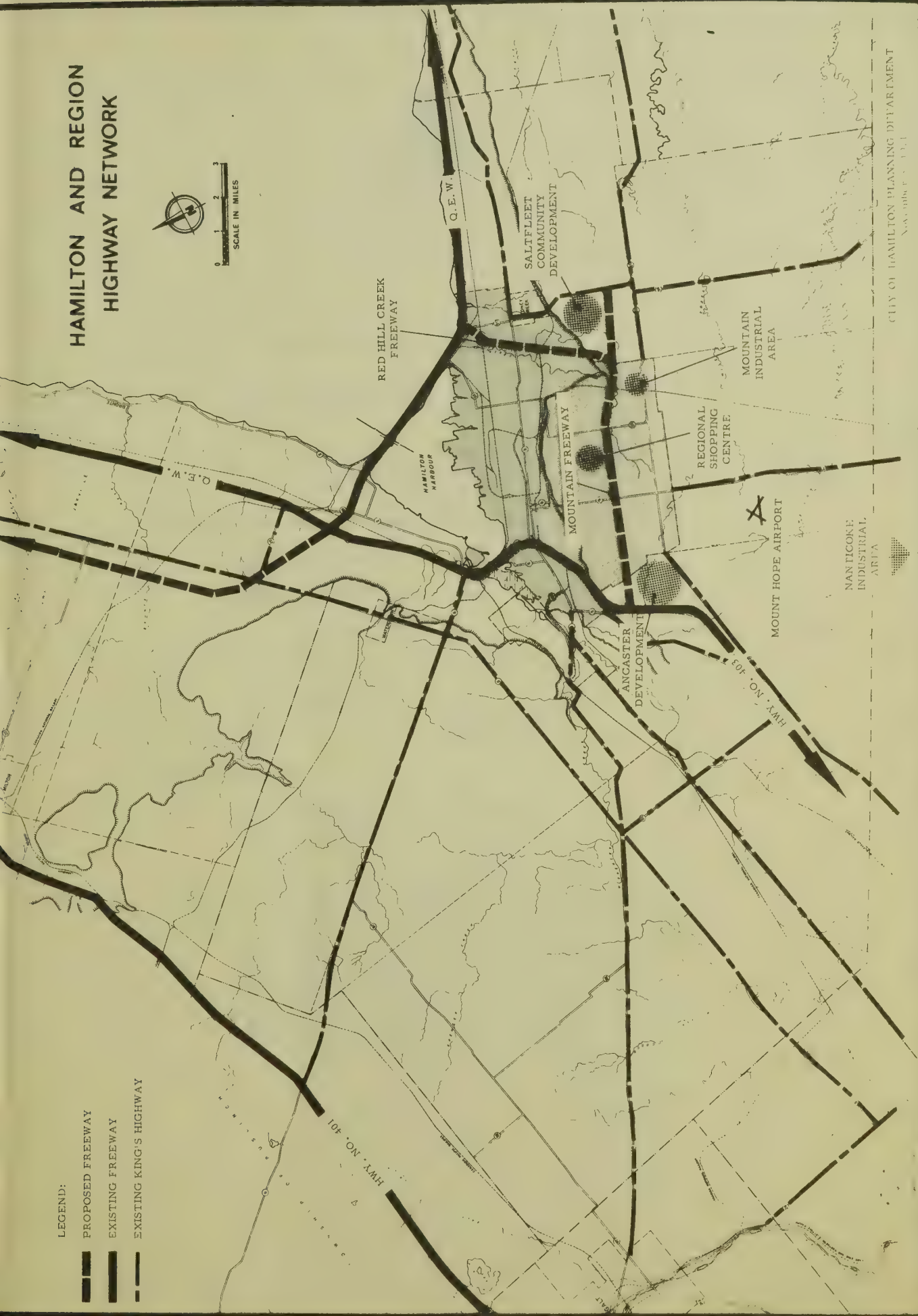
The Board of Control of the City of Hamilton, believes that the situation it is facing is not one which should be dealt with entirely at the Municipal level, as it affects the transportation needs of the whole "region". As this area does not have Regional Government at this time, the Board submits the following proposals to the Minister of Transport and Communications for his consideration:

1. The Province to assume total responsibility for the cost of acquiring the lands and constructing the Mountain Freeway as a connection from Highway 403 easterly to the Queen Elizabeth Way.
2. That the Province, through whatever means it has, provide funds to the City of Hamilton to acquire from those property owners, the Freeway lands which are or soon will be serviced lands.
3. That the Minister of Transportation and Communications review with the Minister of Municipal Affairs, the legislation it has in its power which can be used to protect the Mountain Freeway right-of-way in a manner similar to other Provincial highway alignments in Ontario.

HAMILTON AND REGION HIGHWAY NETWORK



- LEGEND:
- PROPOSED FREEWAY
 - EXISTING FREEWAY
 - - - EXISTING KING'S HIGHWAY





FILE NO.

THE HAMILTON PLANNING BOARD
CITY HALL
HAMILTON, ONTARIO

ANALYSIS OF MOUNTAIN FREEWAY LANDS

Total Area - 248 acres
Total No. of Properties - 167

City owned	20 acres
O.H.C. owned	67 "
Privately owned	161 "

Privately Owned Land: 161 acres, including 65 houses

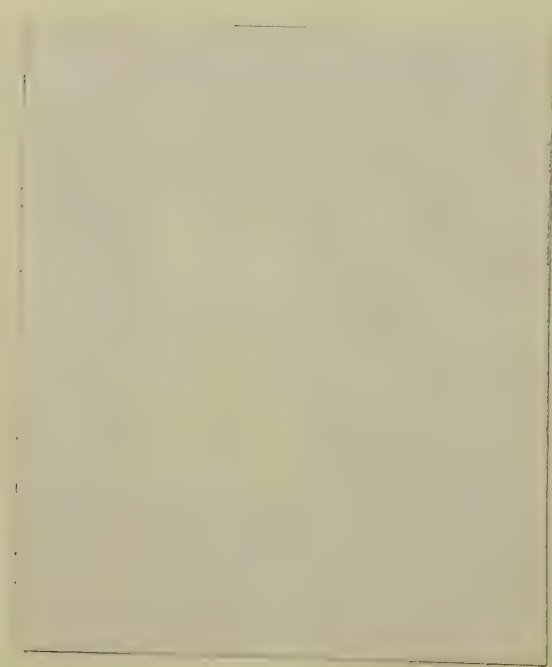
Services available	46 acres
Services available but for Freeway	32 "
Services available 1972-1976	67 "
Services available after 1976	<u>16 "</u>
	<u>161 acres</u>

Present Zoning:

"AA" (Agricultural)	148 acres
"B" & "C" (Residential)	10 "
"HH" (Commercial)	<u>3 "</u>
	<u>161 acres</u>

Location of lands for which requests for acquisition or for approval
by the City of Zoning to permit development, have been received.

East of Upper Kenilworth Ave.	10.00 acres
West of Upper Kenilworth Ave.	9.60 "
East of Upper Gage Ave.	1.90 "
East of Upper James St.	3.70 "
West of Upper James St.	3.30 "
West of West Fifth Street	<u>1.50 "</u>
	30.00 acres



MOUNTAIN FREEWAY LANDS

o Denotes all of property
x Denotes part of property

LOCATION		AREA (in square feet)	ACRE	SERVICES AVAILABLE	LAND USE	ZONING	O.H.C. LAND	NOTES
<u>Horning Mountain Rd. W.S.</u>								
No. 450	o	17,500	0.40	1973	Single Family	"B"	-	
No. 446	x	12,500	0.29	1973	Single Family	"B"	-	
No. 442	x	13,500	0.31	1973	Single Family	"B"	-	
No. 436	x	12,600	0.29	1973	Vacant	"B"	-	
No. 430	x	9,000	0.20	1973	Vacant	"B"	-	
No. 424	x	5,000	0.11	1973	Vacant	"B"	-	
<u>Golf Club Road N.S.</u>								
House	o	18,500	0.42	1973	Single Family	"B"	-	Acquired
Lot	o	19,000	0.44	1973	Vacant	"B"	-	Acquired
<u>Golf Club Road S.S.</u>								
No. 15	x	71,000	1.63	1973	Single Family	"AA"	-	
Part of Lot 55, Conc. 3	x	310,000	7.10	1973	Vacant	"AA"	-	
Part of Lot 53, Conc. 3	x	128,000	2.94	1972	Vacant	"AA"	-	
Part of Lot 21, Conc. 7	x	142,000	3.24	1972	Vacant	"AA"	-	
<u>Upper Paradise Rd. W.S.</u>								
No. 660	x	46,200	1.05	1973	Single Family	"AA"	-	
No. 668	o	85,800	1.95	1973	Single Family	"AA"	-	
<u>Upper Paradise Rd. E.S.</u>								
No. 661	x	248,000	5.70	1973	Single Family	"AA"	-	
No. 671	x	12,000	0.25	1973	Single Family	"AA"	-	
Part of Lot 19, Conc. 7	x	513,500	11.80	Available	Vacant	"AA"	O.H.C.	
<u>Garth Street W.S.</u>								
No. 1140	x	2,500	0.06	Available but not in- stalled be- cause of Freeway	Vacant	"DE-3"	-	
No. 1146	x	8,500	0.19		Single Family	"AA"	-	
No. 1152	x	3,000	0.07		Single Family	"AA"	-	
No. 1156	o	22,000	0.50		Single Family	"AA"	-	
No. 1164	o	22,000	0.50		Single Family	"AA"	-	
No. 1170	o	22,000	0.50		Single Family	"AA"	-	
No. 1176	o	22,000	0.50		Single Family	"AA"	-	
No. 1184	o	46,500	1.06		Single Family	"AA"	-	
No. 1194	o	22,000	0.50	Single Family	"AA"	-		
<u>Limeridge Road West</u>								
North east corner of Limeridge and Garth	x	67,500	1.55	1971	Vacant	"C" & "DE"	O.H.C.	
South east corner of Limeridge and Garth	x	623,500	14.3	1971	Vacant	"AA"	O.H.C.	
Lot	x	33,200	0.76	1971	Vacant	"AA"	-	
Lot	x	13,400	0.31	1971	Vacant	"AA"	O.H.C.	
No. 287	x	31,400	0.72	1971	Vacant	"AA"	-	
No. 273	x	31,400	0.72		Vacant	"AA"	-	
Lot	x	14,000	0.32		Vacant	"AA"	O.H.C.	
Rear Land 500' x 15'	x	650			Vacant	"AA"	O.H.C.	
No. 211	x	123,000	2.82		Vacant	"AA"	-	
Land	x	45,000	1.03		Vacant	"AA"	-	
No. 175	x	45,000	1.03		Vacant	"AA"	-	
<u>MacLander Street W.S.</u>								
Lot 3				Services but not installed because of Free- way				
Lot 4		31,000	0.71		Vacant	"AA"	-	
Lot 5 & Part 6								
<u>West 5th Street W.S.</u>								
No. 772	o	16,500	0.38		Single Family	"C"	-	
Lot	o	14,300	0.33		Vacant	"C"	-	
No. 788	x	102,200	2.34		Single Family	"AA", "C"	-	Acquired

LOCATION		AREA (in square feet)	ACRE	SERVICES AVAILABLE	LAND USE	ZONING	O.H.C. LAND	NOTES	
<u>West 5th Street E.S.</u>									
No. 771	o	65,000	1.50	Services but not installed because of Free- way	Single Family	"AA", "C"	-	Acquired	
Lot									
Lot (18)	o	59,000	1.35		Vacant	"AA", "C"	-		
Lot	o	38,500	0.88		Vacant	"AA", "C"	-		
No. 795	x	27,500	0.63		Vacant	"AA"	-		
No. 803	x	16,100	0.37		Vacant	"AA"	-		
Rear Lot	x	4,300	0.10		Vacant	"AA"	-		
Rear Lot	x	1,500			Vacant	"AA"	-		
<u>Limeridge Road West S.S.</u>									
No. 35	x	450			Vacant	"AA"	-	Acquired	
No. 31	x	2,700	0.06		Vacant	"AA"	-		
Lot	x	14,300	0.32		Vacant	"AA", "C"	-		
No. 9	x	24,000	0.56		Single Family	"C"	-		
<u>Upper James Street W.S.</u>									
No. 1078	x	20		Serviced	Vacant	"HH"	-	Acquired	
No. 1086	o	9,300	0.21	Serviced	Single Family	"C"	-		
No. 1090	o	6,000	0.13	Serviced	Single Family	"C"	-		
No. 1094	o	5,500	0.12	Serviced	Single Family	"C"	-		
No. 1098	o	5,500	0.12	Serviced	Single Family	"C"	-		
No. 1102	o	5,500	0.12	Serviced	Single Family	"C"	-		
No. 1106	x	29,000	0.67	Serviced	Single Family	"AA", "C"	-		
No. 1110	o	29,000	0.67	Serviced	Single Family	"AA", "C"	-		
No. 1114	o	29,000	0.67	Serviced	Single Family	"AA", "C"	-		
No. 1118	o	29,000	0.67	Serviced	Single Family	"AA", "C"	-		
No. 1124	o	35,000	0.80	Serviced	Single Family	"AA", "C"	-		
No. 1128	o	35,000	0.80	Serviced	Single Family	"AA", "C"	-		
No. 1134	o	16,500	0.38	Serviced	Single Family	"AA", "C"	-		
No. 1138	o	16,500	0.38	Serviced	Single Family	"AA", "C"	-		
No. 1142	o	18,500	0.42	Serviced	Single Family	"AA", "C"	-		
No. 1150	x	142,000	3.26	Serviced	Single Family	"AA", "C"	-		
No. 1160	x	28,000	0.64	Serviced	Single Family	"AA", "C"	-		
<u>Upper James Street E.S.</u>									
No. 1079	o	12,000	0.27	Serviced	Industrial	"HH"	-	Acquired	
<u>South east corner Upper James and Limeridge Road</u>									
No. 1107	o	45,000	1.03	Serviced	Vacant	"HH"	-		
No. 1121	x	71,000	1.63	Serviced	Two Family, Com.	"HH"	-		
No. 1137	o	167,000	3.82	Serviced	Two Family	"AA", "C"	-		
No. 1137	o	12,500	0.29	Serviced	Single Family	"AA", "C"	-		
No. 1143	x	9,000	0.20	Serviced	Single Family	"AA", "C"	-		
No. 1147	x	9,000	0.20	Serviced	Single Family	"C"	-		
No. 1151	x	2,500	0.05	Serviced	Single Family	"C"	-		
No. 1155	x	20		Serviced	Vacant	"C"	-		
<u>Limeridge Road East N.S.</u>									
No. 9	o	6,800	0.15	Serviced	Commercial	"C"	-	Acquired	
No. 15	o	13,000	0.30	Serviced	Single Family	"C"	-		
No. 19	o	6,800	0.15	Serviced	Single Family	"C"	-		
No. 23	o	6,800	0.15	Serviced	Single Family	"C"	-		
No. 31	o	13,000	0.30	Serviced	Single Family, Com.	"C"	-		
Lot	x	8,500	0.19	Serviced	Vacant	"D"	-		
<u>Limeridge Road East S.S.</u>									
Land	x	65,000	3.80	Serviced	Vacant	"AA", "C"	-	Acquired	
No. 42	o	5,000	0.11	Serviced	Single Family	"C"	-		
No. 46	o	6,700	0.15	Serviced	Commercial	"C"	-		
No. 50	o	27,000	0.62	Serviced	Single Family	"C"	-		
No. 56	o	27,000	0.62	Serviced	Single Family	"C"	-		
No. 62	x	5,000	0.11	Serviced	Vacant	"C"	-		
No. 68	x	2,000	0.04	Serviced	Vacant	"C"	-		
No. 94	x	6,700	0.15	Serviced	Vacant	"AA"	-		
Rear Land	x	31,500	0.72	Serviced	Vacant	"AA"	-		
No. 102	x	3,200	0.07	Serviced	Vacant	"AA", "C"	-		
No. 110	x	22,000	0.50	Serviced	Vacant	"AA", "C"	-		
No. 118	x	22,000	0.50	Serviced	Vacant	"AA", "C"	-		
No. 126	x	14,000	0.32	Serviced	Vacant	"AA", "C"	-		
No. 130	x	30,000	0.69	Serviced	Vacant	"AA", "C"	-		
No. 144	x	20,000	0.46	1979	Vacant	"AA", "C"	-		
No. 184	x	175,000	4.00	1979	Vacant	"AA"	-		

LOCATION		AREA (in square feet)	ACRE	SERVICES AVAILABLE	LAND USE	ZONING	O.H.C. LAND	NOTES
<u>Limeridge Road East S.S.</u>								
Part of Lot 12, Conc. 7	x	267,000	6.10	1977	Vacant	"AA"	-	
No. 350	x	11,000	0.25	1977	Vacant	"AA"	-	
No. 370	x	157,000	3.62	1977	Vacant	"AA"	-	
No. 384	x	6,700	0.15	1976	Vacant	"AA"	-	
No. 418	x	50,000	1.15	1976	Vacant	"AA"	-	
<u>Limeridge Road East N.S.</u>								
No. 435	x	1,200	0.02	1976	Vacant	"AA"	-	
North east corner of Limeridge Rd. & Wentworth	x	62,000	1.42	1976	Vacant	"AA"	O.H.C.	
<u>Upper Wentworth Street W.S.</u>								
No. 1112	x	180,000	4.10	1976	Single Family	"AA"	-	Acquired
No. 1118	o	38,000	0.87	1976	Single Family	"AA"	-	
Lot	o	41,500	0.95	1976	Vacant	"AA"	-	
House	o	48,000	1.10	1976	Single Family	"AA"	-	
No. 1134	o	48,000	1.10	1976	Single Family	"AA"	-	
Lot	o	13,000	0.30	1976	Vacant	"AA"	-	
No. 1158	x	25,000	0.57	1976	Vacant	"AA"	-	
Rear Land	x	128,000	2.94	1976	Vacant	"AA"	-	
<u>Upper Wentworth Street E.S.</u>								
South east corner of Limeridge Rd. & Wentworth	o	22,500	0.51	1976	Vacant	"AA"	-	
No. 1093	o	242,000	5.60	1976	Single Family	"AA"	-	
No. 1109	x	96,000	2.20	1976	Single Family	"AA"	-	
No. 1117	x	20,000	0.46	1976	Single Family	"AA"	-	
No. 1123	x	16,000	0.36	1976	Single Family	"AA"	-	
No. 1129	x	33,500	0.77	1976	Single Family	"AA"	-	
Land (Part of Lot 10, Conc. 7)	x	8,500	0.19	1975	Vacant	"AA"	-	
<u>Limeridge Road East S.S.</u>								
Lot	o	15,000	0.34	1976	Vacant	"AA"	-	
No. 508	o	24,000	0.55	1976	Single Family	"AA"	-	
Land (Part of Lot 10, Conc. 7)	x	143,000	3.30	1976	Vacant	"AA"	O.H.C.	
H.E.P.C. Right of Way	x	20,000	0.46	1976	Power Line	"AA"	-	
Land (Part of Lot 9, Conc. 7)	x	265,000	6.10	1975	Vacant	"AA"	O.H.C.	
<u>Upper Sherman Avenue E.S.</u>								
No. 1139	x	25,500	0.58	1975	Single Family	"AA"	-	
No. 1147	o	43,000	1.00	1975	Single Family	"AA"	-	
No. 1151	x	45,500	1.05	1975	Single Family	"AA"	-	
<u>Limeridge Road East S.S.</u>								
Land (Part of Lot 8, Conc. 7)	x	60,000	1.37	1974	Vacant	"AA"	-	
No. 742	x	40,000	0.92	1974	Vacant	"AA"	-	
No. 760	x	30,000	0.69	1974	Vacant	"AA"	-	
No. 768	x	15,000	0.34	1974	Vacant	"AA"	-	
Lot	x	15,000	0.34	1974	Vacant	"AA"	-	
Land (Part of Lot 7, Conc. 7)	x	478,000	10.92	1974	Vacant	"AA"	O.H.C.	
<u>Upper Gage Avenue E.S.</u>	x	2,400	0.05	1974	Vacant	"AA"	-	
<u>Upper Gage Avenue W.S.</u>								
No. 1192	x	125,000	2.88	1974	Single Family	"AA"	-	
Land (Part of Lot 7, Conc. 7)	x	26,000	0.60	1974	Vacant	"AA"	-	
<u>Limeridge Road East N.S.</u>								
Lot	x	10,400	0.24	1972	Vacant	"AA"	-	Acquired
Land (Part of Lot 6, Conc. 6)	x	52,000	1.20	1972	Vacant	"AA"	O.H.C.	

LOCATION		AREA (in square feet)	ACRE	SERVICES AVAILABLE	LAND USE	ZONING	O.H.C. LAND	NOTES
<u>Limeridge Road East S.S.</u>								
Lot	o	33,000	0.76	1972	Vacant	"AA"	-	
Lot	o	49,000	1.12	1972	Vacant	"AA"	-	
Lot	o	56,000	1.28	1972	Vacant	"AA"	-	
Land (Part of Lot 6, Conc. 7)	x	415,000	9.50	1973	Vacant	"AA"	O.H.C.	
Land (Part of Lot 5, Conc. 7)	x	270,000	6.20	1973	Vacant	"AA"	O.H.C.	
<u>OTTAWA STREET CROSSES</u>								
Land (Part of Lot 4, Conc. 7)	x	270,000	6.20	1971	Vacant	"AA"	-	City Land
Land (Part of Lot 3, Conc. 7)	x	86,000	1.98	1971	Vacant	"AA"	-	
Land (Part of Lot 3, Conc. 7)	x	417,000	9.60	1971	Vacant	"AA"	-	
Rear Land (Part of Lot 3, Conc. 7)	x	180,000	4.12	1971	Vacant	"AA"	-	
Rear Land (Part of Lot 3, Conc. 7)	x	125,000	2.88	1971	Vacant	"AA"	-	City Land
Land (Part of Lot 2, Conc. 7)	x	450,000	10.03	1971	Vacant	"AA"	-	
Rear Land (Part of Lot 2, Conc. 7)	x	115,000	2.64	1971	Vacant	"AA"	-	
C.N.R. Right of Way	x	45,000	1.03	----	Railway Track	"AA"	-	
Land (Part of Lot 2, Conc. 7)	x	140,000	3.21	1972	Vacant	"AA"	-	
Land (Part of Lots 1 & 2, Conc. 7)	x	150,000	3.44	1973	Vacant	"AA"	-	
<u>Arbour Road E.S.</u>								
House	x	6,500	0.15	1973	Single Family	"AA"	-	
House	o	39,000	0.90	1973	Single Family	"AA"	-	
Rear House	x	10,000	0.23	1973	Single Family	"AA"	-	
Land	x	31,000	0.71	1973	Vacant	"AA"	-	
Rear Land	x	110,000	2.50	1977	Vacant	"AA"	-	
<u>Pritchard Road W.S.</u>								
House	x	11,000	0.25	1977	Vacant	"AA"	-	
House	o	11,000	0.25	1977	Single Family	"AA"	-	
House	x	22,000	0.50	1977	Single Family	"AA"	-	
<u>Pritchard Road E.S.</u>								
Land	x	70,000	1.60	1977	Vacant	"AA"	-	
<u>Limeridge Road East S.S.</u>								
Land	x	30,000	0.69	1977	Vacant	"AA"	-	
H.E.P.C.	x							
Right of Way		25,000	0.57	----	Vacant	"AA"	-	
Land	x	13,000	0.30	1977	Vacant	"AA"	-	

SUMMARY

Total Number of Properties 167

O.H.C. Property 13
 Acquired Property 10
 City Owned 2
25

Total Number of Acres 248.00

O.H.C. Property 67.00
 Acquired Property 20.00
 City Owned
87.00 Acres

Number of Single Family Houses 63
 Number of Two Family Houses 2
 Number of Acres Zoned Commercial 3.00 Acres

HAMILTON PUBLIC LIBRARY



3 2022 21334915 8

U